CRHA Communications

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CRHA COMMUNICATIONS is prepared by John Hallier and published by the Canadian Railroad Historical Association, P.O.Box 22, Station "B", Montreal, Quebec. Contributions for inclusion are always welcome.

CRM . . . . . MISSING ARTIFACTS

The Canadian Railway Museum regretfully announces the illegal removal of the following artifacts from the Museum in recent weeks:

1. Bronze Number Plate from Steam Locomotive CN 5702
2. Brass Model Steam Locomotive CN 2-6-0
3. Brass Model Steam Locomotive CN 2-6-2

These items were cleverly removed during visiting hours, thus circumventing our night watchman, our night-lighting systems, our burglar alarm system on the Hays Building, and our staff during the day when the Museum is open to the public.

Should these artifacts come to the attention of any Member, we would appreciate receiving full details.

CRHA . . . . . ARCHIVES

CRHA Archives requests the co-operation of members in locating photographs of Railway Stations or depots across Canada, in order to maintain a full and complete record of these structures. Please send photographs or copies to the CRHA address and mark for the attention of Mr. H.W.Elson, Director Research.

We are pleased to announce we once again have the following popular publications available;

Remember Montreal Streetcars & Farewell to 6218

These publications are available at $1.50 per copy. Please address your requests for the attention of Mr. H.W.Elson, Director Research.

In order to aid in the printing of passenger car rosters of the CP, which will be complete with photographs, we require donations of any available photographs of CP passenger equipment. When sending, please mark the back with sender's name, or photographer's name, and full credit will be given. Please address to CRHA, Montreal and for the attention of Mr. H.W.Elson, Director Research.

CRM TRAIN ORDER BOARD & FLIMSIES . . . . . .

Members will be pleased to learn CP Ten- heeler D4g No. 492 is now on display on Track 3 in Building No. 1 at the Canadian Railway Museum. This locomotive was restored in recent years and the restoration work was largely a family affair undertaken by our long-time Treasurer, Stephen Malbridge, his wife Shirley and their family. As we understand it, No. 492 was in regular service on the Stanbridge Branch through Mystic, Quebec, where Stephen grew up, and became a rail enthusist.

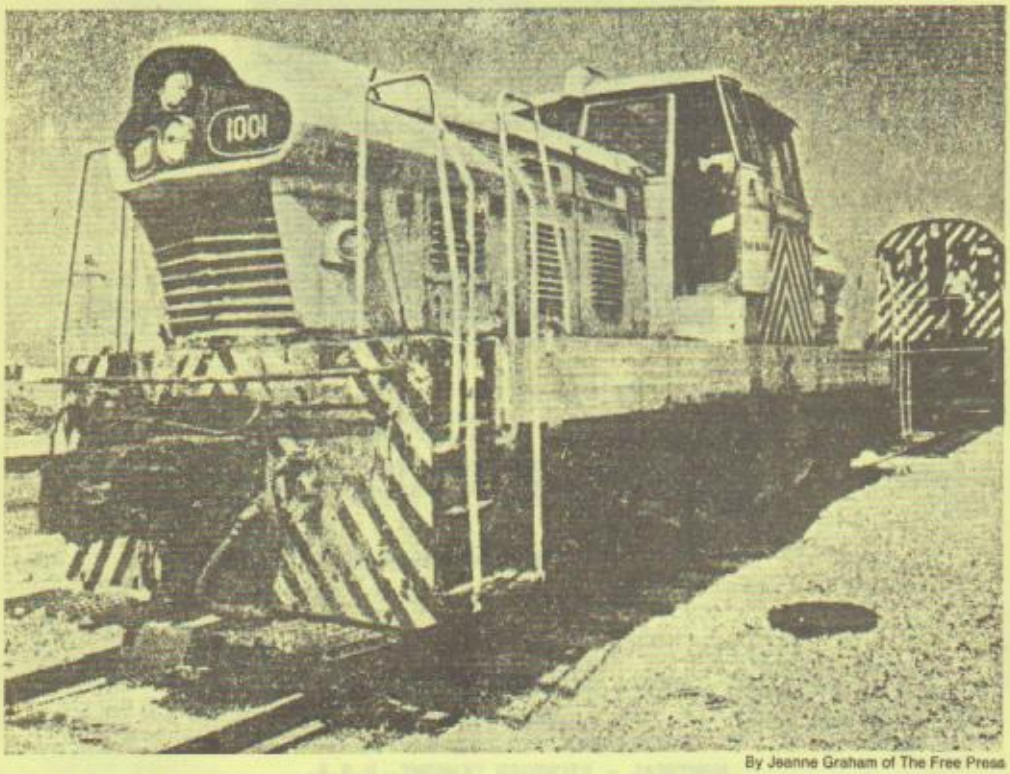
Mr. David Pinnington, President of the Windsor-Essex Branch, CRHA, in Windsor, Ontario, and accompanied by his wife and daughter, visited the Canadian Railway Museum recently and found some interesting, and quite unusual activity for a mid-summer tuesday. He was able to photograph the arrival of the Fairbanks-Morse Trainmaster, CP 8905 during the inter-change switching from the CP Farnham way-freight to the CRM property. CN 77, our ever on-the-job diesel switcher handled the chores for us.

We are happy to advise our Diesel Rail-Car, CN 15824 is alive and well and operating again, following severe mechanical illness contracted late in the 1976 operating season, but thanks to our Mechanical Department, Gordon Hill was assigned responsibility for the "24" and has her running in top condition. The "24" is the regularly scheduled passenger train operating from Hays to Barrington on sundays, and pulls the Napierville Junction caboose No. 34 to handle overload passenger traffic, when required. Train crews under the direction of the Superintendent, Operations, Roger Desautels continue to provide manpower for this busy sunday operation. Enginemen Gord Hill, Lionel Bissonette, Chris Seton, Stan Snaill, Bill Hrynkow sharing Conductor duties with J.P.Chartrand, Bert Duval, Harvey Elson, Bernard Martin, Dana Andrews and Norman Thibodeau can be seen regularly handling the chores.

The John Molson has had a good operating season this year under the careful guidance of Bill Hrynkow and his faithful helper, J.P.Bissonette. After an early spring clean-up and polish, the "JM" has performed for the many Museum visitors on a heavy operating schedule and was the subject of a special television presentation on CTV's "Pulse News", which was very well narrated by Bill Hrynkow while at the throttle and under-way.

Thanks to Don Darlington, our "Kalamazoo" is now running and has been quickly siezed by the CRM Chief Engineer, Charlie DeJean for use in his varied maintenance-of-way area of responsibility with Divisional Engineer Dave Johnson managing to get some use of it from time to time. The E-32, our ex CP "Magic Fingers" ballast tamper has seen considerable service this summer after engine overhaul by Gord Hill and much of the crushed rock ballast received and spread last year has been tamped into Museum trackage.

A number of years ago, a long-time Station Agent at a Commuter station, was attracted by a regular female traveller, and after a long and growing courtship, agreed to enter into marriage. The Station Agent was a very popular man and after the wedding took place, the wedding reception was held in his living quarters above the station. Due to his popularity, guests kept arriving until the small quarters were bulging with people and because of the unprecedented weight by such a throng, the floor collapsed spilling everyone into the station below. The moral of this story, is, of course, never marry above your station.



By Jeanne Graham of The Free Press

One of Canada's last hydraulic engines, the Blue Goose makes its final journey from the General Motors of Canada diesel plant in London where it has worked for almost 20 years.

A little engine that could

Blue Goose goes to an honorable retirement home

By DENYSE LANOUETTE
of The Free Press

Her paint was cracked and peeling and hardly anyone was there to wave goodbye.

The Blue Goose left General Motors of Canada Ltd. Diesel Division plant in London Friday where it has worked for almost 20 years.

But it was a happy occasion. Instead of being discarded, the engine is going to Harborfront Museum in Toronto where it will be restored and put on display.

That's because the Blue Goose is something special. It is one of four hydraulic diesels built during the '50s to promote a type of engine that never became popular.

In its prime, the Blue Goose was a shiny example of a hydraulic diesel and has been displayed as far away as Colombia.

Now it is one of the few hydraulic engines left in Canada. Two of the four engines built by GM were sent overseas and the fourth is still working in a limestone quarry near Toronto, the plant's public relations manager said.

Hydraulic diesels never caught on in North America although they were widely used in Europe. Electric diesels became popular instead and the Blue Goose spent most of its life hauling freight and boxcars at the GM plant in London, Gord Soutter said.

A hydraulic diesel uses hydraulic fluid to power a system of gears. In turn, these gears rotate the locomotive's wheels. With an electric diesel, a generator produces the power which turns the wheels.

The Blue Goose was named for its color. Originally, it was bright blue but once it was put to work it was painted yellow so that it would be more visible in the yard.

The engine was retired last year, not because it couldn't handle the work but because the company wanted a more modern yard worker.

The company didn't have the heart, however, to scrap the Blue Goose or sell it to anyone, Soutter said. "We thought she deserved a rest."

Instead, the company donated the Blue Goose to the Canadian Railroad Historical Association so it could be exhibited.

The engine is now in storage at the London train yards awaiting that last, long ride to Toronto.

"The Blue Goose was built in Canada by Canadians and should be kept here," said one employee who has worked at the plant as long as the diesel.

"She's going to be missed."

Arrival of CN 6218 at the Canadian Railway Museum, St.Constant in the spring of 1973. The happy work team posed for this memorable picture showing obvious pleasure in their task of protecting this well-known and well liked locomotive.

Photo courtesy Peter E. Layland

RICHFORD RAMBLE

October 22, 1977

MONTREAL - RICHFORD VERMONT, U.S.A.

ADVANCE NOTICE: CRHA Excursions is pleased to announce its Richford Ramble from Montreal to Richford, Vermont and return on October 22nd, 1977. This is only the second excursion train to ever operate over this scenic branch line and chances are it will be quite a few years before it is run again. Numerous runpasts are planned - all on the freight only Richford Subdivision beyond Saint Albans, and of course an interesting diesel unit will lead our consist over this route. Snack Bar service will be available on board the train but as meal facilities in Richford are limited it is highly suggested that a box lunch be brought along. 1 1/2 hours will be allowed in Richford to see this picturesque northern New England town while the train is being turned. SPACE IS EXTREMELY LIMITED - AVOID DISAPPOINTMENT - ORDER YOUR TICKETS NOW!

RICHFORD RAMBLE, CRHA Excursions, P.O. Box 22, Station 'B', Montreal, Quebec H3B 3J5
***IMPORTANT: CHEQUES OR MONEY ORDERS MUST BE MADE TO THE ORDER OF CANADIAN NATIONAL RAILWAYS.

_____Adults..... x $21.95ea $_____

_____Regular Members(Number_____)..... x $19.95ea $_____

_____Children..... x $11.95ea $_____

Orders for tickets received after October 7th, 1977 will be held for distribution at the gate.